

REMARKS

Claims 1-3 of the present case have been rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 5,835,868 (McElroy et al.). More specifically, the Examiner relies upon the disclosure shown in Figure 8 and discussed at Col. 21, lines 1-64. The details of the Examiner's argument in support of the rejection are set forth in item 3 on pages 2 and 3 of the Official Action. Applicant respectfully traverses the Examiner's rejection for the reasons discussed below.

The McElroy et al. patent ('868) discloses in relevant part, an electric motor (204), the direction of rotation of which can be determined depending on the polarity of the supply voltage. See Col. 21, lines 28-44. Accordingly, the McElroy et al. electric motor is only understood to be controlled by way of connections M1 and M2 and no other control input for the electric motor (204) is discussed.

In contrast to McElroy et al.'s disclosure, in the present invention, while the direction of rotation of the electric motor is determined according to a polarity, an additional control input is impressed with a control signal, which provides an added measure of safety.

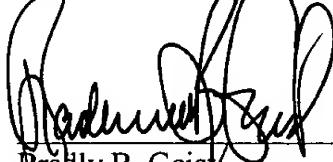
To better understand the present invention, Applicant offers the following example of a steering wheel and ignition lock. In order to use the vehicle, the steering wheel lock must first be unlocked. This is done preferably by means of an electric motor thrusting a bolt into, or withdrawing it from the steering column. In this way, the vehicle can now be steered. However, this bolt must not lock the steering wheel while the vehicle is in motion. For this reason, the electric motor is operated with a polarity control

system, the polarity, of which is set so that only the desired action of locking or unlocking is possible. In addition, there is a control signal, which indicates whether the vehicle is in motion or stationary. If the vehicle is in motion, the bolt must not lock. In this circumstance, the polarity is for the unlocking direction of rotation of the electric motor, with the additional control signal indicating that the vehicle is moving, and therefore, the bolt must not be locked. When the vehicle is parked, the polarity of the electric motor is such that the bolt will lock, and the control signal additionally indicates the parked condition so that the bolt can be locked. Thus the present invention ensures that no locking of the steering wheel lock can occur by mistake while the vehicle is moving in accordance with the double safety polarity and control signal.

Applicant believes that the presently pending independent Claims 1 and 2 cover this novel method and device, as well as the device Claims 3-9, which depend from Claim 2. Applicant notes the Examiner's indication of allowable subject matter in Claims 4-9.

In view of the above, Applicant respectfully requests further reconsideration of the pending claims which are believed to be in condition for allowance

Respectfully submitted,



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